

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

GLENEALY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—I venture to ask you to insert the following letter, as it should interest your readers.

In passing down Glenely on my way to the office, which I may mention has been my route for nearly 20 years,—I have, during the last few months, been struck with a feeling of sadness and distress on approaching the terrible gap recently made on the left-hand bank of that once beautiful spot.

Thinking of the past and looking to the future, the idea has persistently forced itself upon me, as to whether, in the absence of any protective legislation, the Asiatic, becoming more and more powerful, will not, for the love of a personal aggrandizement, wantonly destroy all or any of the picturesque nooks and corners of which this Colony can proudly boast.

I remember with pity the lovely tropical residence and garden of the late long-to-be-remembered and respected Colonial Surgeon,—the front of which site is now covered with bricks and mortar bearing the high sounding title of Glenely Buildings (Asiatic).

As a matter of sentiment, if such a feeling is in the least permissible, I think it behoves us not to forget the many years of untiring labour of the many bright and cultured intellects in their past efforts at beautifying our Colony, that are now no more amongst us to enter their protest.

By the way there is still one ray of hope,—it is not altogether too late to make a final effort to arrest in a measure the destroyer's grasping hand.

Now that the Hon. the late Protector of Chinese is once more settled amongst us; could not his sympathies be enlisted together with his ability to try to persuade his Chinese friends to discontinue the work of demolition, and instead, to do a noble act, to set a noble example of self-denial by restoring the coveted site to the crown lands of the Colony.

I am, &c.,
LABOR OMNIA VINCIT.
Hongkong, March 9th, 1899.

STEAM LAUNCH COXSWAINS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—Your paragraph in last night's paper about the fine of \$25.00 imposed on me at the Magistracy yesterday, was on account of the opium farmer and calls for a little comment. It seems hard to be fined for the faults of others, coxswains, the remedy is very simple. Take for instance my case yesterday. The coxswain of our launch being sick, coolly handed over charge to an uncertificated substitute, who, I am informed, knew nothing about handling a launch, without reporting the matter to our office. The launch got under way without orders, and was seized. I venture to think if this kind of case was dealt with by the Harbour Master, and the coxswains' certificates were suspended or cancelled, according to the gravity of the offence, there would soon be an end of this practice, and owners of private launches, who abide by the laws of the Colony and employ certificated men, would be protected and not put to the inconvenience of appearing at the Court, to be mulcted of the sum of \$25 for the first offence, with the probability of the fine being increased for the second. Perhaps this will be throwing too much work on the Harbour Master, but at any rate there would be no harm in trying the experiment. Surely the Government are not so slow to increase their revenue by fines of this description when the remedy is in their own hands.

I am, Sir,
Yours faithfully,
J. P. SPOONER,
p. pro. Opium Farmer.

Hongkong, March 9th, 1899.
[With reference to Mr. Spooner's complaint, we must admit that we are of opinion that the remedy lies in his own hands. When one engages a coxswain one can hardly expect the Government to see that he remains on board and does his duty in an efficient manner. It is his employer's place to see that he is not absent, and we should advise Mr. Spooner to report the matter to the Harbour Master, who will doubtless deal with the coxswain in question as he deserves and thus make an example for others.—ED. H.K.T.]

GERMAN SHIPS IN THE SUEZ CANAL.

A recent number of the *Norddeutsche Zeitung* contained the following statement with regard to the share of Germany in the traffic of the Suez Canal.

Twenty years ago, the proportion of the whole falling to the German flag was only 1 per cent, whereas it is now 10.7 per cent. The fact that the German flag comes next after the English is all the more remarkable, as she has only quite recently acquired a port of her own in Asia, and before that merely had very small possessions in that part of the world in comparison with France, Russia, Spain, Portugal, and Holland, who all extensive colonial possessions on the other side of the Canal. But it is not solely this fact that shows the importance of the German flag. Another point is that the largest ships that go through the Suez Canal are German. Two years ago, in December, 1896, the double-screw steamer *Friedrich der Grosse*, of 10,000 tons, passed through the Canal, and paid in duties the sum of 7,000 francs, besides passenger fees. Equally large German ships have passed through since, and many more will soon be using it for the new fortnightly service to China and Japan. Four large steamers of over 10,000 tons each are now being built for this purpose in German yards and are nearing their completion. With the establishment of this fast service the share of traffic in the Suez Canal will be considerably increased. This also involves a great increase in the dues to be paid. In 1897, German ships paid 6,374,844 francs and in 1898 as much as 7,853,792 francs. These facts, put forward by the *Norddeutsche Zeitung*, are important as showing the rapidly growing German interests in Eastern traffic.

MOVEABLE EQUIPMENT FOR ELECTRIC LIGHTING.

The administration of the railways of Wurtemberg has provided two moveable equipments of electric lighting plants. These equipments will be used to produce light by means of electric arc lamps in case of accidents during the night, for clearing operations or other work of a pressing nature on the lines, in tunnels, on special occasions when large numbers of persons must be forwarded, and in other cases, in case of important festivities and other similar occasions. The said equipments are conveyed in goods-waggons, they can be sent to where they are required and worked there without any difficulty. Each of the waggons contains a steam engine with dynamo, a boiler with water and coal reservoir, as well as all the articles necessary to the production of electric light, such as cables, masts and air fans.

AN EXAMINER FOR HONGKONG.

The density of the population of London, has been doubled since 1871. "It is truly wonderful," says *The Lancet*, "ancient London, (that its vast population of 6,291,667, located on only 693 square miles, should have in 1891 so low a death rate as 17.7 per 1,000. This rate is not greater than that of a fairly healthy rural district. England well deserves the name she has received as the birthplace and home of sanitary science and practice."

THE ECONOMIC SITUATION IN JAPAN.

At the half yearly general meeting of the Nippon Ginko Mr. Yamamoto, the President, spoke at considerable length in reference to the economic situation of the country. He said the abnormal tendencies of the market grew more marked last year. Not only in the beginning of the year, when the money market usually becomes relaxed, did money fail to circulate smoothly, but in consequence of the disturbance of the balance of trade in a manner unfavourable to Japan, there was an insufficiency of funds and the prospect grew more ominous. Under the circumstances, it was deemed prudent to be on guard, and both in February and March the interest was raised and the rate for loans was advanced by 1-10 sen on each occasion. Subsequently the circulation of money became hampered, and numerous enterprises were in a state of suspense. Naturally prices of bonds and shares continued to present in general a downward tendency. The difficulties were especially acute in Osaka and its vicinity. Being apprehensive of greater trouble, the Government decided to adopt some remedial measures. The Bank of Japan was directed to buy up bonds and thus give relief to the financing market, while at the same time the Treasury undertook to subscribe to the loans issued by the Industrial Bank, making the latter accommodate industrial circles with funds procured in that way. Meanwhile, China paid up the balance of the indemnity in May, and this tended considerably to set the mind of the public at ease. The purchase of bonds and the action of the Industrial Bank gradually relaxed the stringency of the money market and caused a revival of the prices of bonds and shares. The benefit of the remedial measure adopted by the Government was more clearly seen in the second half of the year. But the economic stringency that had been prevailing upon the market for years began to have its effect upon the purchasing power of the public at large, and the market price of commodities fell, trade and manufactures flagged, and, in short, the demand for funds became less active. Fortunately the autumn harvest was extraordinarily good, while as a result of the termination of the Hispano-American war, the markets in the United States began to recover normal activity, resulting in a suddenly increased demand for silk, thereby auguring a restoration of equilibrium in the foreign trade. The trend of things having been such, the Bank deemed it advisable to relax its precautionary measures, and, in pursuance of this resolution, both in November and December lowered the rate of interest for loans by 1-5 sen.

Turning more particularly to the industrial world, Mr. Yamamoto said the number of new concerns or concerns that increased their capital during last year was extremely small. According to researches instituted by the authorities new investments totalled 93,490,000 yen approximately, but at the same time companies or banks wound up represented 66,080,000 yen in round numbers, the sum newly created actually standing at 27,410,000 yen, approximately. On the other hand the record of the clearing houses in Tokyo and Osaka was more satisfactory. The volume dealt with during the year totalled 1,099,110,000 yen in round numbers, an increase of 295,260,000 yen, approximately, compared with the previous year's showing. In short the abnormal economic condition incidental to the Japan-China War, might be said to have reached its climax during the first half of the year and things indicated a return to normal conditions. He thought that a healthy and rapid development in the business world might reasonably be expected.

Turning towards foreign trade, the value of exports and imports reached the high figures of 442,600,000 yen approximately, the largest yet attained since the opening of the country to foreign trade. The excessive imports were due to the expansive economic tendency incidental to the war, the unusual harvest in the preceding year and a consequent increase in the import of foreign rice, and lastly to the anticipated imports made against the revised tariff. As a result of all these combined influences the excess of imports over exports amounted to 111,300,000 yen, and occasioned an exodus of 892,000,000 yen to the extent of over 44,000,000 yen, an unfortunate circumstance that by making an fortune for the indemnity, this excess of imports was prevented from working disaster.

The change of the monetary system was completed during July last. He considered it a matter for congratulation that a grave affair of this sort could be successfully consummated within the space of only one year and without inflicting any abnormal consequences on the public. Mr. Yamamoto concluded by paying a high tribute to the services rendered to the Bank by Baron Iwasaki, his predecessor in office. That the Baron, placed as he was in a position where he had to tide over a most difficult and difficult economic period, devoted himself to the work of improving the business of the Bank, and adopted arrangements calculated to ameliorate the condition of the market, were points which he wished every one connected with the Bank to keep permanently in mind.—*Kobe Herald*.

THE RUSSIAN NAVY.

REINFORCEMENTS FOR THE PACIFIC.

The *Czar* of Russia, whatever may be his private views on the subject of disarmament, says a naval writer, at all events does not mean to let his naval force be diminished. The Minister of Marine, in accordance with the programme for the coming year, which has just received the sanction of the *Czar*, has determined to send out to the Pacific Station the following ships, which are to remain there during the whole of 1899. The fleet will be, thus constituted:—Two battleships of the aggregate tonnage of 18,356 tons; four first-class cruisers, including the *Rurik*, of 28,814 tons; one second-class cruiser of 5,000 tons; and one corvette and five gunboats of 7,506 tons. Besides these, there will also go for shorter periods some half-dozen small craft, and in the last four months of the year, these vessels will be joined by the cruiser *Admiral Nachimov*, 7,782 tons, which will come to the Pacific from the Mediterranean. This does not include the ships which are known as the Russian Volunteer Fleet. This year 1899 will witness the completion, at St. Petersburg alone, of the following ships by Russia, to say nothing of those she is having constructed elsewhere:—Two battleships of 23,448 tons, four first-class cruisers of 32,254 tons, and two torpedo-boat destroyers of 220 tons each.

COAL FOR AMERICAN WAR VESSELS.

The Navy Department has now decided to keep at all times a stock of about one-half million of tons of the best steaming coal procurable. The war with Spain demonstrated the enormous importance of coal, and the distribution of this vast stock will be done with the advice of the best naval strategists. About 300,000 tons will be kept on the Atlantic and probably 120,000 tons will be stored on the Pacific. The expense of purchasing and transporting this vast quantity of coal will be large and the apparatus which will be installed for the expeditious coaling of war vessels will be most elaborate. It has been decided that 25,000 tons of coal will be kept at Manila, 10,000 tons at Pago Pago, 25,000 tons at San Francisco, 25,000 tons at Honolulu, 25,000 tons at the Atlantic coast, the coal supply will be approximately as follows: Havana, 25,000 tons; Key West and the Dry Tortugas, 50,000 tons; Port Royal, S. C. 25,000 tons; Norfolk, Va. 5,000 tons; Washington, 1,000 tons; League Island Navy Yard, 5,000 tons; New York Navy Yard, 5,000 tons; New London Conn. 25,000 tons; Boston, 15,000 tons; Portsmouth, N. H. 10,000 tons; Frenchmen's Bay, Me., 15,000 tons. In addition to this vast and judiciously stored supply it is believed that the naval authorities are at any time command 35,000 tons of coal at either New York or Hampton Roads. With this splendid stock of coal the Atlantic coast will be efficiently protected compared with its position before the war.

The government now has seventeen colliers, which will be capable of coaling a fleet which would pass around the South American continent in case neutrality were enforced on countries contiguous to the coast. The entire coaling capacity of the colliers is estimated at about 50,000 tons. As some of the coaling stations are a couple of thousand miles apart, it is likely to be interrupted by the weather, and at comparatively unimportant islands which would furnish excellent coaling stations.

THE 1,000TH YEAR OF THE NAVY.

It is proposed that the leading event of 1901 shall be a great national and Imperial celebration of the foundation by King Alfred—whose millenary occurs in that year—of the first English Navy. So far the arrangements have taken no definite shape, but one of the proposals to be considered is a naval review at Spithead, eclipsing in grandeur and extent even the glorious assembly of battleships which took place in connection with the Diamond Jubilee celebrations. With this object in view, preliminary details, a meeting will be convened on March 6th by the Lord Mayor. Invitations to attend the conference have been addressed to all members of Parliament, provincial Mayors, and other representative people.

CHINESE DRAMA AND INDUSTRIES.

For the benefit of the Leighton House Fund, Mr. Archibald Little, on the 2nd ultimo, delivered a lecture, in the studio of Lord Leighton's house, on Chinese Drama and Chinese Industries, illustrated by lantern slides. The lecturer, having remarked on the apparent incompatibility of the two branches of his subject, said that acting was really an industry in China, where nearly every town or village had its own troupe, the members of which were hard worked, the *reportage* being very extensive. The first plays in China were of a religious character, and were confined to pantomime, dancing, and posuring. The Chinese stage was almost a *facsimile* of ours in the days of Shakespeare. There was no scenery, but the band with which most Europeans would willingly dispense, played at—the back. The motto "We hold the mirror up to nature" was prominently displayed at the back of the stage, and no plays of a questionable character were allowed, though in the Treaty Ports some were to be found. It was often said that Chinese plays were long; that was no stop; as soon as one piece was over, another was proceeded with, and to those not knowing the language it seemed as if the whole performance were one long, unbroken, and very clever, and, their knowledge of facial expression was great. Very few Chinese plays had been translated, though Voltaire founded a piece on the first ever translated. Passing to industries, the lecturer laid stress on the individualism of the Chinese, who had no great factories and could not easily submit to the discipline required in them. They were not quick workers, but very persevering. They thought work a pleasure, and the motto of the country should be *Laborare est orare*. The great industry of China was agriculture, which they had brought to a pitch of perfection unknown elsewhere. It was calculated that the annual crops of the Empire were worth £72,000,000,000. Weaving was a great industry, and the beautiful patterns produced without a card—the string being the only intermediary between the freethreading drawing and the woven material—were marvellous. To show the deftness of hand of the Coolie, the lecturer produced a piece of the pith of a reed from which the so-called China paper is made and the finished article, manufactured by a man with a knife cutting round and round.—*L. & C. Express*.

NOTANDA.

CALENDAR.

MARCH.
Meteorological means based on ten years' observations to 1893.
Barometer.....30.59
Thermometer.....62.0
Humidity.....85.0
Rainfall.....4.08

TO-DAY.

WEATHER REPORT.
On date at 11 a.m. On date at 5 p.m.
Barometer.....30.11 29.99
Thermometer.....66 68
Humidity.....76 76
Rainfall.....— —

TO-DAY.

Thursday, 9th March, 1899.
Chinese—28th of 1st moon of 25th year of Kwang-si.
Sun—Rises.....6hr. 0min.
Sets.....5hr. 55min.
High water—Morning.....5hr. 32min.
Afternoon.....1hr. 20min.
Low water—Morning.....1hr. 25min.
Afternoon.....6hr. 30min.

ANNIVERSARIES.
1845—War in Sicily concluded.
1872—Attack on Messrs. Farman and Rohl at Shanghai.
1879—The hulk *Aden* captured at Taku; 32 lives lost.
1888—German Emperor, William I., died.

TO-MORROW.

Friday, 10th March, 1899.
Chinese—29th of 1st moon of 25th year of Kwang-si.
Sun—Rises.....6hr. 0min.
Sets.....5hr. 55min.
High water—Morning.....5hr. 32min.
Afternoon.....1hr. 20min.
Low water—Morning.....1hr. 25min.
Afternoon.....6hr. 30min.

ANNIVERSARIES.
1839—Commissioner Lin arrived at Canton.
1842—The Chinese attacked the British positions at Ningpo and Chinhai without success.
1863—Prince of Wales married.
1890—Boiler explosion on the s.s. *Gungio Maru*; 100 lives lost.
1897—Death of Rev. Father Leymet, at Penang, from hydrophobia.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Australian (*Taiyuan*) 11th inst.
American (*Coptic*) 11th inst.
Indian (*Catherine Apcar*) 13th inst.
French (*Varra*) 14th inst.
Canadian (*Empress of China*) 20th inst.
American (*America Maru*) 21st inst.
American (*City of Peking*) 29th inst.

THE P. & O. S. N. Co.'s steamer *Tientsin*, left Singapore for this port at 4 p.m. yesterday, the 8th inst.

THE California & Oriental S. S. Co.'s steamer *Carlisle City*, arrived at San Diego yesterday, the 8th inst.

THE O. & O. S. S. Co.'s steamer *Coptic* with mails, etc., left Shanghai for this port at daylight to-day, the 9th inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of India*, arrived at Vancouver at 1 a.m. yesterday, the 8th inst.

THE China Navigation Co.'s steamer *Taiyuan* from Australian Ports and Manila, and may be expected here on Saturday morning, the 11th inst.

THE Nippon Yusen Kaisha's steamer *Wakasa Maru* (Europe Line) left Kobe for this port yesterday, the 8th, and is expected to arrive here on the 13th inst.

THE Nippon Yusen Kaisha's steamer *Hiroshima Maru* (Bombay Line) left Singapore for this port on the 7th, and is expected to arrive here on the 13th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
H.I.G.M.S. *Kaiser*, at Kowloon Dock.
Athenian....."....."
Isle de Cuba....."....."
Isle de Luzon....."....."
Hul....."....."
H.I.G.M.S.P. *Whelm*....."....."
H.I.G.M.S. *Mocue*....."....."
Chusan....."....."
H.M.S. *Alacrity*....."....."
Empress of Japan....."....."
Dos Hermanos....."....."
Produce....."....."
D. Juan d'Austria.....Cosmopolitan
Phra Nang....."....."
Phra Chon Klao....."....."
Taiyu.....Aberdeen
Nanchang....."....."

PASSED THE CANAL.

Outward—14th February *Pyrrhus*, *Elphinstone*, *Tientsin*, 17th February *Yarra*, 21st February *Adelaide*, 24th February *Ernest Simon*, *Myrionid*, 28th February *Candia*, *Ryken*, *Sardonia*, 1st March *Margitta Bagquith*, *Lidsold*, *Kara*, *Vortigern*, 7th March *Afridi*, *Orestes*, *Catania*, *Savita*.

Homeward—7th Mar. *Energia*, *Laos*, *Nestor*.
Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, is prescribed by Physicians all over the world. It is the remarkable remedy for Consumption, Scrophula, and wasting diseases, and very palatable. Read the following—*"I have much pleasure in stating that I have tried Scott's Emulsion in a case of impoverished blood, with scrophulous disease, and found it to be a very efficient preparation. It was taken without the least difficulty."*—A. Temple Perkins, 22, Lordship Park, Stoke Newington, N. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—[Adet.]

Shipping. STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AIRLIE,"
Captain Kock, will be despatched as above on THURSDAY, the 16th March, at Daylight. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 28th February, 1899. [266a]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"MOYUNE,"
Captain Conradi, will be despatched for the above ports, on or about the 20th March. To be followed by the "LIV."

Captain Jacobs, sailing about 15th April. For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 28th February, 1899. [244]

Shipping. STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship
"SHANSI,"
Captain Carnaghai, will be despatched as above TO-MORROW, the 10th inst., at 2 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th March, 1899. [335a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Chartered Steamship
"NANYANG,"
Captain Lehmann, will be despatched for the above Ports, on SATURDAY, the 11th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAIRRAK & Co., General Managers.
Hongkong, 8th March, 1899. [326a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.
THE Company's Steamship
"FORMOSA,"
Captain Milroy, will be despatched for the above Ports, on SATURDAY, the 11th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAIRRAK & Co., General Managers.
Hongkong, 8th March, 1899. [321a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"KUTSANG,"
Captain Bradley, will be despatched as above on SATURDAY, the 11th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 4th March, 1899. [302a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE. (Taking Cargo at through rates to the PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS.)

THE Company's Steamship
"TRIESTE,"
Captain A. Mids, will be despatched as above on SATURDAY, the 11th inst., at Noon. Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.
Hongkong, 6th March, 1899. [312a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKOW.
THE Company's Steamship
"TIENSIN,"
Captain Dawson, will be despatched as above on SUNDAY, the 12th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th March, 1899. [310a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched on MONDAY, the 13th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd March, 1899. [285a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE VIA MANILA.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched on MONDAY, the 13th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd March, 1899. [284a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
THE Company's Steamship
"NANCHANG,"
Captain Finlayson, will be despatched as above on WEDNESDAY, the 15th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th March, 1899. [290a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY, SAMARANG AND SOURABAYA.
THE Company's Steamship
"HUPEH,"
Captain Quill, will be despatched as above on THURSDAY, the 16th inst., at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th March, 1899. [288a]

Shipping. STEAMERS.

"GLEN" LINE OF STEAM PACKET, FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"GLENGARRY,"
Captain Gedy, will be despatched as above on or about the 10th March. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 11th February, 1899. [209a]

OCEAN STEAMSHIP COMPANY, FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"MENELAUS,"
Captain Towell, will be despatched as above on SATURDAY, the 11th inst., at Noon. For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th March, 1899. [309a]

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by PUBLIC AUCTION, (By *Sundry Lots*), at his SALES ROOMS, Zealand Street, No. 2, ON SATURDAY, the 11th March, 1899, Commencing at 2.30 P.M. A LARGE QUANTITY OF USEFUL HOUSEHOLD FURNITURE. (Removed for convenience from the Peak and Kowloon.)

Comprising:—DRAWING ROOM, DINING ROOM and BED ROOM FURNITURE of Every Description, KITCHEN and BATHROOM REQUISITES, PLATED WARE, GLASSWARE, CROCKERY, PICTURES, CUTLERY, &c., &c. 1 Large WOODEN AMERICAN BED-STEAD.

1 Large CANTON CARVED BLACK-WOOD TABLE.
1 Large AMERICAN COOKING RANGE, in Good Order.
1 Very Fine SINGER SEWING MACHINE.
LADY'S and GENT'S BICYCLE.
Catalogues issued Prior to Sale. On View at the Undersigned's from FRIDAY, 10th inst., at 10 A.M. Terms of Sale—As Customed. PAUL BREWITT, Auctioneer.
Hongkong, 8th March, 1899. [322a]

GOVERNMENT NOTIFICATION.
No. 92.
THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 13th day of March, 1899, at 3 P.M., are published for general information. By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 18th February, 1899. [311a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 13th day of March, 1899, at 3 P.M., by Order of His Excellency the Governor, of ONE LOT OF CROWN LAND, in the Colony of HONGKONG, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale. Boundary Measurement. Locality. N. S. E. W. Area in Acres. Annual Rent. Upset Price.

1

